

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE CHARLOTTE AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

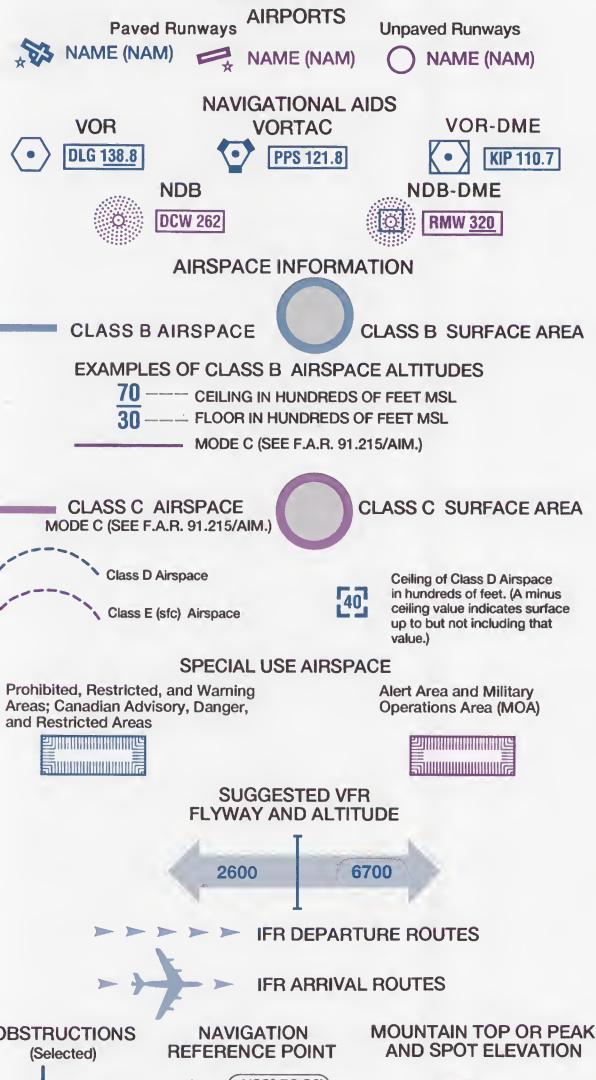
THE ENTIRE CHARLOTTE AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

CHARLOTTE CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND



REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Please call the appropriate FSS or FSS office at 8-4NCAR (842-3677), or mail us at 8-4NCAR, FSS, 1305 East West Highway, Silver Spring, MD 20910-3281.

Features normally used as checkpoints for controlling VFR traffic are emphasized on the series of charts so they may be readily identified.

Example: CHARLOTTE SPEEDWAY

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CHARLOTTE CLASS B AIRSPACE
OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required to operate within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.125 and FAR 91.131 are met, included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.

2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:

(a) The pilot in command holds at least a private pilot certificate or:

(b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.

3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.

4. An operable VOR or TACAN receiver for IFR operations.

5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be referred to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Charlotte Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS -

1. Aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the ceiling of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

2. Aircraft departing the primary airports should advise ATC of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should advise ATC on the appropriate frequencies.

3. Aircraft arriving to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC of compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

